

WRECK AT QUOGUE.

Continued from First Page.

them. They cut down the nurses, the doctors, and kill the patients in their cots. They make a clean sweep. The Spanish victory is decisive whenever they find an insurgent hospital.—Congressman Hernandez De Soto Money, in the New York Journal, January 12.

By Carlos Arrilaga.

Havana, Jan. 21.—One of the principal hospitals of the Cubans, located in the Siguanea mountains, near Cienfuegos, was captured last week by Spanish troops. The Cuban soldiers defending the sick and wounded inmates of the hospital made a most heroic fight, holding the passes successfully for hours—as long, in fact, as their scant supply of ammunition lasted. They were finally compelled to give way, and the majority of them were mercilessly cut down by the Spaniards. Only a few escaped.

The hospital, once reached, was attacked on all sides. Dr. Soler, the patriot surgeon, came out, waving a white flag and bearing the insignia of the Red Cross, to ask for mercy.

A Doctor Shot Down.

He was met by a volley of Spanish bullets and fell wounded. He was despatched a few minutes later by the machete.

A sick American in one of the buildings, assisted by two wounded Cubans, raised the Stars and Stripes. This act infuriated the Spanish commander and was made the signal for a general charge.

The work of Spanish bayonets and machetes was short and bloody. Not a prisoner was taken, not even women nurses were spared.

When the dreadful work of cold-blooded assassination was over and the piteous, but vain, appeals of the sick for mercy and the moans of the wounded and dying were hushed, the government commander, before retiring from the scene of his "victory," set fire to the hospital and surrounding buildings, burning them down over the bodies of his victims.

Papers of the Dead Physician.

El Nacional, a Cienfuegos newspaper, the devoted organ of the Marquis De Apezteguia, president of the Spanish Conservative party in Cuba, and resident manager for Atkins, Olney, Stillman and other Boston capitalists, controlling or indirectly interested in vast sugar estates in Santa Clara province, prints extracts from various interesting documents, taken from the dead Cuban surgeon Soler, but omits the list of articles of value stripped from the bodies of the remaining victims.

General Pina, charged, it is said, with having attempted as military governor of Santa Clara to blackmail various English and American planters, demanding from such bribes ranging from ten to twenty-five thousand dollars to be allowed to grind their cane in defiance of Weyler's general order of prohibition. Has been relieved of his post, and has requested permission from the War Department to return to Spain leave.

BIG GUNS AT HAVANA.

Spaniards Testing the New Ordnance to Be Used in Protecting the City.

By George Eugene Bryson.

Havana, Jan. 21.—The heavy artillery mounted on the heights about Havana and the new guns mounted in the various batteries defending the harbor, are being tested under the direction of Artillery Inspector General Aguilar and Senior Ordonez, inventor of the celebrated Spanish Ordonez gun.

The commander of the gunboat Delgado Parejo reports having captured and destroyed two rebel sloops near Punta Caribe. General Weyler's column encamped last night at Guines, in Havana province.

Santiago de Cuba dispatches say that Colonel Vazquez's Spanish column attacked Cuban villages between Scandell and Gran Piedra and killed sixteen persons, burned 200 country houses and destroyed crops. No prisoners were taken. Vazquez lost two privates killed and four wounded.

Senior Sobral, naval attaché of the Spanish Legation at Washington, arrived here to-day.

MACEO'S NEPHEW TO FIGHT

He Applies to the Cuban Junta Here For Aid in Reaching Cuba.

Until two months ago Antonio Maria Maceo, a nephew of the late Cuban General, was serving on the United States cruiser Bennington. A letter was received in this city yesterday from young Maceo, who is in Oakland, Cal., asking information as to the best way to get to Cuba, where he intends to join the insurgent forces.

Several members of the Cuban revolutionary party will at once interest themselves in bringing young Maceo here, but refuse to take the responsibility of sending his company to Cuba on account of the neutrality laws.

SAYS THEY MENACE SPAIN.

M. Guerville Claims the United States and Japan Have Formed an Alliance.

London, Jan. 21.—A dispatch from Madrid says that M. Guerville, who accompanied the Japanese staff officers during the late Chinese-Japanese war, delivered a lecture to-night before the Madrid Geographical Society. In the course of his lecture he dwelt upon Japan's growing power, and the change which had occurred in her position among the nations of the world, laying particular stress upon her political relations with other powers.

He asserted that Japan and the United States had agreed to conclude an alliance, a fact, he declared, which justified the uneasiness felt regarding Japan's attitude in the Philippine Islands, where she had initiated hostility to Spain, her aspiration being to possess the islands.

M. Guerville gave no authority for his assertion regarding an alliance between the United States and Japan, and out of those who are inclined against the United States for her attitude on the Cuban question no reliance whatever is placed in his statement.

To Cure a Cold in One Day. Famous Laxative Broom Quinine Tablets. All druggists refund the money if it fails to cure. 25c—ADT.

and three on the jibboom ropes. What struck me most forcibly was the figure of a man of great stature, low down in the forward rigging. Lashed to him and to the rigging was a much smaller figure in white, which I took to be a woman in her night clothes. It might have been a smaller man, but as the others were not lashed together, and this was the only figure in white, I had no doubt that it was a woman.

"I saw a girl pick up, on the beach, a hair brush—delicate of pattern and evidently the pride of a woman. I saw this girl take out of it long, silken hairs, dark brown in color. Those hairs must have come from a woman's head. There is no getting away from that evidence. The girl put the brush under her shawl to treasure it as a keepsake."

The presumption that a child perished with the schooner is based upon a little red chair that washed ashore; a tangled batch of sea-soaked doll's clothing, and a box marked "Mother's Milk," which evidently had contained a baby food of some sort. The little chair was broken, and was the one thing to attract the kindly interest of the women and girls who thronged the beach all day.

How the Last Man Perished.

In describing the break-up of the vessel Life Saver Terrell said further: "Others have told you how the ship fell apart, and of the attempts at rescue. I saw something the others did not see, at least if they did they have said nothing about it to me. I saw the last man perish. The ship was whipping in the breakers in a manner I never saw before, and I have been on this coast, man and boy, for forty odd years. This man stood in the forward rigging. The last thrash for him was seaward, and I saw him go like an arrow fifty feet out to sea, and saw him drop with a splash into the boiling breakers."

Too Rough for Lifeboats.

The life savers on the beach are sorrowful because they were not able to save a single life. They say they did not take one of their great self-bailing boats to the beach because four horses could not have launched them in the face of that gale.

The men could not hear each other's shouts mouth to ear, and the sand and spray shut out their view except on the sail line. Captain Charles H. Herman is the keeper of the Quogue Life Saving Station. Under him he has a most experienced lot of surfmen—men who have spent their lives in work so heroic that to recount their deeds would call for another and a longer story. They are Edward S. Phillips, David R. Griffin, David R. Overton, Wells D. Benjamin, Charles A. Carter, Albert D. Jackson and William F. Randall. Four miles to the eastward is the Tiana station, where Captain John E. Carter is in charge of eight surfmen. Three and one-half miles to the westward is the Potunk station, of which Captain Franklin C. Jessup is in charge, with eight men.

First Sight of the Wreck.

The wreck of the Nahum Chapin was discovered by Charles A. Carter, surfman, of the Quogue station, at 3:35 a. m., who stood near the station on the highest point of the shore, near the bathing houses. The wind was whistling, the rain was blowing full in his face, and there was the blinding sand blast. But he saw through all this and the thick, white sea mist, two twinkling white lights and one of red, evidently a side-light. Then he made out sails, pointed well to the northwest—three jibs, fore-sail, full mainsail, and a three-reefed spanker. There were no topsails, and it was evident they had been stripped along with the mizzen.

The gale was blowing full sixty miles an hour, and the surf was a record-breaker. The tide was dead low. Carter dived, in rapid succession, three red Coston signals, each burning one minute and a half. There was no reply from the ship. Carter started on a run for the station, and messages were sent over the telephone to the stations on the east and west.

Mortar Lines Fell Short.

The whole crew started for the beach, tugging after them their cart, filled with apparatus. They had to toll to the eastward half a mile. They buried the sand anchor to prevent a recoil when the mortar was fired. The first heaving line fell short. The schooner was then six hundred yards out, pounding on the outer bar of sand. It was now 4:30 a. m., and the sheets of the schooner were clearly outlined against the angry sky. The line was pulled in and another shot was fired, which also fell short. A third attempt had no better result.

It was now 5 a. m., and the schooner was over the bar and making for the beach. At times she was well out of the water, broadsides on, with a heavy list to starboard. The three jibs were whipped out by this time and the fore-sail was completely gone. The mainsail and mizzen were standing. Not a soul could be seen on board, for the weather was too thick.

At 5:45, when the schooner was only 450 yards from the beach, the mortar was tried again. The ship was working eastward, and was well inside the bar. She rose and fell with the waves, and it was evident her bottom was out.

The first line fell short, but the second went over the hull, and the third fell upon the jib stays. Not a move was made to take any of these lines, as far as could be seen, and it was evident the men were halving all they could do to hang on with the tremendous whipping the schooner was getting.

Crew Cling to the Rigging.

The last line went over at 6:45. Daylight came at 7 o'clock. With the light some of the life-savers made out four or five men in the fore-rigging on the starboard side, clinging one above another half way to the cross-tees. They did not appear to be lashed. Then there were three men on the ropes of the flying jibboom. It could be seen that the schooner had bilged and tilted.

At 7 o'clock the watchers saw two men drop into the sea from the fore-rigging. Then all three masts of the schooner went by the board at once. Thirty seconds later the jib went and that settled all. The ship broke up all at once, and in fifteen minutes wreckage lined the beach.

Captain's Body Washed Ashore.

The body of the captain came ashore at 8:30 a. m., one half mile west of the station. It was found by Eugene Seaman, a fisherman of Westhampton. Jessup, from the station, was with him in a moment. Then Overton and the three listened to catch the faintest heart beat. There was nothing to indicate life save that the body was still warm, though coated with ice. They worked the best they knew how for three-quarters of an hour, but there was no life.

Coner Halsey of Speonk was called and the search for bodies went on all day.

WAGING WAR ON SPITTING IN CARS.

Board of Health Aroused—Foreign Pulmonary Specialists Point Out the Danger of Carrying Infection.

Board of Health Order to Stop Spitting.

Health Department, New York City.

Spitting on the floors of public conveyances is a nuisance, is frequently a means of communicating disease, and is hereby forbidden.

By order of the Board of Health.

Emmons Clark,

Secretary.

In Broadway Cable Cars.

METROPOLITAN STREET RAILWAY COMPANY.

Employees of this company are required to enforce in its cars the above orders of the Health Department.

F. D. ROUNDS,

Superintendent.

In the "L" Road Trains.

Manhattan Railway Company.

Employees of this company are required to call the attention of passengers violating the above order of the Health Department, either in the cars, waiting rooms or on the stairways and station platforms of this company, to the provisions of the same.

F. K. HAIN,

Vice-President and General Manager.

New York, March 13, 1896.

By President Wilson, of the Board of Health.

I certainly intend to enforce the ordinance regarding spitting on the floor of street cars. Superintendents of the city lines have been notified to this effect, so that the various employees will know. The ordinance has been in existence for several months, and notices have been posted in the different cars, so the general public should be aware of its provisions.

Inspectors will be detailed on street cars, for the purpose of apprehending violators, and they will be empowered to make an arrest. I need not discuss the danger of communicating disease from the disagreeable habit many have of making the floor of a public conveyance a cuspidor. It is sufficient to say that there is an ordinance covering the subject, and that that ordinance will now be enforced.

Leading Specialists of Europe Give Their Views.

The following cablegrams have been received from the most prominent pulmonary specialists of Europe on the danger of infection from tuberculous persons:

Prof. Cornet's Warning Against Sputum.

Berlin, Jan. 21.

Editor New York Journal:

The most efficacious means against consumption is the prophylactic system, and the education of the public that in sputum is the sole danger of infection, and that the diffusion of sputum in the form of dry dust is the most dreaded means of spreading consumption.

I have in rooms where invalids expectorated on the floor immediately found bacilli on the walls, but not in rooms where patients used water spittoons.

The decision of the New York Board of Health marks an epoch-making progress which is highly satisfactory.

I believe that the isolation of consumptive patients is, theoretically, unconditionally imperative, yet in practice it is very difficult to carry out. In Germany the introduction of measures for isolation would entail such an outburst on the part of invalids that it would be impossible to carry them into effect.

My investigations have been wholly in favor of the introduction of prophylactic measures in Germany. To these we owe during approximately the last seven years an annual decrease in mortality of some ten thousand, while in several German independent States which have not adopted these measures the death rate remains unaltered.

Representative of Dr. Koch in the management of the Institute of Infectious Diseases.

Ehrlich Says the Public Aid Is Needed.

Berlin, Jan. 21.

Editor New York Journal:

The most effective agent against consumption is the self-help of the public, which should hinder patients in closed apartments from expectorating anywhere save in water spittoons.

The decision of the New York Board of Health is welcome. PRIVY COUNCILLOR EHRLICH.

Director Municipal Institute for Management of Serum.

Dr. Thompson on Danger in Expectorations.

London, Jan. 21.

Editor New York Journal:

The utmost care should be taken to destroy the expectoration of the consumptive patient while living, and every precaution be adopted in the disposal of the body when dead.

One point which should be strongly urged is the necessity of strengthening public opinion in the direction of discouraging intermarriages between tuberculous subjects.

The subject of isolating consumptive patients has been talked of in this country for a long time, but I do not think that it will come into practical operation, because in England, certainly, evidences of the infectiousness of consumption are wanting. In fact, all the evidence we have at Brompton Hospital goes against it. In our climate the communication of tubercular disease is so exceptional that it is difficult to find one case to support the idea.

In tropical or sub-tropical climates, of course, it is quite otherwise, and in New York during certain months of the year the climate is almost tropical. In Italy and Spain consumption has been for a long time treated as infectious, and where a death occurs from it the walls of the room are stripped and everything is disinfected, as after a visitation of the plague.

DR. SYMES THOMPSON,

Chief Physician Brompton Chest Hospital.

Dr. Klein Points Out Chances of Infection.

London, Jan. 21.

Editor New York Journal:

In Germany and other places it is customary to treat the expectoration of tuberculous people as dangerous in the sense of being capable of spreading infection, and therefore whenever it is possible it is subjected to disinfection.

It would be an ideal state of affairs if we could insist that no person afflicted with tuberculosis should ride in a public conveyance or anything of the kind, but that seems impossible. As regards the action of the New York Board of Health, I can only say that I rejoice that sanitary legislators are looking into the matter, and if they can only go a very little way it is a step in the right direction, for half a loaf is better than no bread.

Ever since it was discovered by Koch, in 1881, that consumption, or pulmonary tuberculosis, was due to a specific microbe, it became quite clear that tuberculosis was to be treated as an infectious disease. As a matter of fact there is an almost complete agreement at present that it is communicable in rare instances. This being the case, it is only one step further to treat tuberculous people as mediums of conveying infection.

Fortunately the susceptibility of human beings to tuberculosis is very slight relatively to other diseases. It is very rare to find adult people contracting tuberculosis by infection, unless their parents were constitutionally weakened in the lungs.

I doubt whether you can expect all tuberculous people to be put under restraint, but I certainly think that in hospitals they should be kept away from the other patients, and that is why it is important to have separate hospitals for them. The climate of a country undoubtedly makes a difference to the susceptibility of people to all infectious diseases, but I do not say that a hot climate is more likely to make consumption more infectious than a temperate one. In fact, hot air is always considered favorable to the consumptive patient.

DR. KLEIN,

Bacteriologist of St. Bartholomew's Hospital.

under charge of Lieutenant W. A. Failing, of the revenue service, who is assistant inpector of the Third District, with headquarters at Pachogue.

There is evidence that the schooner was making her way from Baltimore to a New England port, probably for Boston. A receipt was found among the papers that drifted ashore dated in Baltimore on the 13th inst. It was for a tackle block. There was also a letter from the captain's wife, under date of August 2, 1896, written from Crescent Beach, Maine. It began, "My darling husband."

Laden with Coal; Sprung a Leak.

It is supposed the schooner was coal laden, for no merchandise floated ashore, and there were a few blocks of soft coal in the largest bit of the wreck. Some think the ship sprung a leak in the storm and was headed for the beach; but this can never be known. Captain H. B. Pain took charge of the wreckage, not worth \$25, for the New York Board of Underwriters, on their telegraphic order.

In the absence of the Coroner, Justice of the Peace Marcus G. Griffin began an inquest last night. This was necessary in order that the captain's body might have attention.

The Nahum Chapin was an American built schooner, 145 feet long, by 35 feet beam. She was built at Rockland, Maine, in 1882, by Cobb, Wright & Co., and her principal owners were McIntosh & Co., of Boston. Her cargo was consigned to the West End Street Railway Company, of Boston. The schooner was valued at \$16,000, and was partly insured, as was her cargo.

BY SPECIAL TRAIN.

Journal Reporters and Artists Make the Run of Seventy-eight Miles to Quogue in Eighty-four Minutes.

When news came that a schooner had gone ashore at Quogue, with all hands lost, the Journal engaged for its reporters and artists a special train over the Long Island Railroad, made up of locomotive No. 124 and one coach. The train left Long Island City with a screech, for word had been sent along the line to sidetrack everything and to spike the switches. At the throttle was young Amos Dow, the fastest driver on the road. It was he who turned over in the snow at Minnola this winter, and escaped with a few scratches and a few burns. His fireman was Ed Bishop, who is willing to go as fast as his boss. The train accommodations were in charge of Conductor John Birmingham, and his brakeman was William P. ...

Seventy miles an hour was dashed off by the watch, and almost a minute was the regular thing. Stops for water and coal were made—three minutes at Bay Shore and Sayville, and three minutes at Babylon. The start was made at 1:18 p. m., and the train pulled into Quogue at 2:55. Counting out stops, the run of seventy-eight miles had been made in eighty-four minutes. The run back to New York was begun at 8:02, and the final foot for Long Island City was blown at 7:55.

MOURNING IN MALDEN.

Wives and Families of the Lost Sailors Frantic With Grief at News of the Disaster.

Malden, Mass., Jan. 21.—When a Journal reporter called at the home of Captain Arey, of the Nahum Chapin, in Tufts street, this afternoon his wife had just heard the sad news of the wreck and had not recovered from the shock. The news had been brought to her a few minutes before by Captain Arey's brother, George E. Arey, who had heard of it in the Chamber of Commerce.

A little girl with a tear-stained face opened the door. She was one of the captain's little daughters and was almost heartbroken over the loss of a loving parent.

Mrs. Arey, who is a very intelligent and prepossessing young woman, said that her husband's death was a hard blow not only to her, but to his aged mother, who lives in Cross street and is a helpless invalid.

About a year ago the captain's father died on the west coast of Africa. His vessel is expected home about the last of this month with the body. She feared his poor mother would be unable to stand this additional affliction.

Captain Arey was well known here, where he had many friends. His brother is in business in Charlestown. Mrs. Arey spoke highly of Mate Davis and Louis Maddox, the steward. The latter lived in Cambridge, and had sailed with Captain Arey for nearly ten years. The family of Robert E. Davis, the mate, also lives here. He leaves a widow and one child, two years old. Mrs. Davis was almost frantic with grief.

Badsworth Aground and Leaking.

Beach Haven, N. J., Jan. 21.—The British steamship Badsworth, ashore off the coast here, experienced an exceedingly rough night. It has been impossible to get her off. The storm compelled the tug to abandon the vessel to-day. She lies nearly to the beach, north of her former position. Her situation is serious and the pumps are frequently used. The vessel is leaking badly. High seas prevent communication with her.

DR. TINKER IS SET FREE.

Colwell's \$50,000 Judgment for the Alienation of His Wife's Affections Set Aside.

The judgment for \$50,000 obtained by Frederick L. Colwell against Dr. C. A. Tinker for alienating the affections of the former's wife was set aside yesterday by Justice Andrews in the Supreme Court. Dr. Tinker was locked up in Ludlow Street Jail on Wednesday because he was unable to secure a bail bond for \$100,000. Justice Andrews' action liberated Dr. Tinker upon the payment of \$150,000. The doctor was released from jail shortly after 7 o'clock and said he was going directly to his home, No. 124 West One Hundred and Twenty-first street.

CHARTER MAKERS TOILING.

Comptroller Fitch's Suggestions Included in the Charter on Finance.

The Greater New York Commission had an executive session in the Mayor's office, yesterday, and completed chapter 6 of the new charter, relating to the Finance Department. In its completed form they have embodied the suggestions of Comptroller Fitch, including the election of a Comptroller and the appointment of a City Chamberlain by the Mayor, who shall be the County Treasurer.

The Sub-Committee on Education, comprising Seth Low, Silas B. Dutcher and Stewart L. Woodford, agreed on the educational chapter, and will have it completed within a few days. Certain changes of detail in chapter No. 20, pertaining to inferior local courts, were made, and revisions made in the chapters relating to police courts, buildings, parks and correction.

The Weather for To-day.

The weather predictions for the next 24 hours in New York and vicinity are: Generally fair and slightly colder.

MARLBOROUGH IN NEED OF MONEY.

The Duke Selling and Mortgaging His Property.

WHERE IS HIS WIFE'S CASH?

Consuelo Vanderbilt Had \$15,000,000, but the Duke Doesn't Seem to Use It.

WHY CHURCHILL WANTS MONEY.

Following the Custom of His Ancestors, He Seeks to Maintain the Splendors of Blenheim Palace.

By Julian Ralph.

London, Jan. 21.—I have just heard that the Duke of Marlborough, who everyone supposed had the use of a good-sized share of the Vanderbilt millions, is raising money on his property.

The Duke recently parted with considerable outlying property on the borders of Oxfordshire. He has also just placed a new mortgage on another portion of his estate.

It was recently asserted that the Duke of Marlborough was investing some of the \$15,000,000 which Miss Consuelo Vanderbilt had when he married her, in London property. This, however, seems improbable, as it has been a long-time policy of the various heads of the house of Marlborough to realize as much as possible on their outlying estates in order—according to popular belief—to maintain the splendors of Blenheim palace.

This shortness of ready money on the part of the Duke reminds me of a curious little incident. I learn on good authority that the Duke of Saxe-Coburg-Gotha has just raised a private loan of \$300,000 in this city at forty-eight hours' notice, the negotiating financier getting 3 per cent.

BOMBAY MILLS TO CLOSE.

The Plague Will Stop Manufacturing—Operatives to Flee from the City.

By Julian Ralph.

London, Jan. 21.—A telegram from Bombay says:

"A meeting of the few mill hands and operatives now at work was held here to-day, at which it was resolved to petition the owners to close the mills on February 1 until the cessation of the plague. In the event of the owners not complying with the request, those present pledged themselves to leave work and go away to the interior with their families."

"Seventy-five per cent of the mill hands have already fled from the city, and it is a question whether the mills can adequately be worked with the scanty supply of labor now remaining."

"To-day's meeting points to a total cessation of the mill industry from the beginning of next month."

BAYARD TO VISIT WALES.

The American Ambassador Will Be the Prince's Guest at Sandringham for a Week.

By Julian Ralph.

London, Jan. 21.—American Ambassador Bayard and his wife will visit the Prince of Wales at Sandringham House next Saturday. They will be guests of the Prince for a week.

MARTINELLI IS DEFIED.

Church Troubles Brought Into the Courts in Spite of the Ablegate's Warning.

Milwaukee, Wis., Jan. 21.—Archbishop Katerer has been sued for \$50,000 for slander by the Rev. Father Heister, of Barton, Wis., and unless there is a settlement of the case out of court he is also to be sued for \$50,000 damages on account of alleged excommunication from the church and for \$50,000 for causing the eviction of the Rev. Heister.

There has been trouble between Rev. Heister, his parishioners and the Archbishop for some time. According to Father Heister differences arose between himself and the officers of the church three years ago. They brought charges against him and he was notified by the Archbishop that he was removed. Father Heister refused to surrender the parsonage. The case was appealed to Archbishop Martinelli, the papal Ablegate, and an eviction suit was brought against Father Heister and he was ousted from the parsonage, and Archbishop Katerer was sustained in removing him from the charge of the congregation.

Ten days ago the Archbishop was notified that the suit for slander would be brought and the attention of the Papal Ablegate was also called to this matter. Archbishop Martinelli wrote to Father Heister, ordering him to discontinue the suit. This the priest refused to do unless there is a compromise made by the church authorities. He claims he was not removed according to the rules of the church in that he was not given a chance to defend himself.

Hood's Pills

Cure all liver ills, biliousness, headache, sour stomach, indigestion, constipation. They act easily, without pain or gripes. Sold by all druggists.

Wanted—An Idea Who can think of some simple thing to patent? Protect your ideas; they may bring you wealth. Write JOHN WEDDERBURN & Co., Patent Attorneys, Washington, D. C., for their \$1,500 prize offered and new list of 1,000 inventions wanted.